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**30 May 1980**

# **Worldwide Report**

**LAW OF THE SEA**

**No. 120**



**FOREIGN BROADCAST INFORMATION SERVICE**

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30 May 1980

## WORLDWIDE REPORT

## LAW OF THE SEA

No. 120

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SOVIET OFFICIAL COMMENTS ON FISHERIES COOPERATION WITH ANGOLA

LD271604 Moscow Radio in Portuguese to Africa 2030 GMT 26 Apr 80

[Text] The USSR and the People's Republic of Angola cooperate closely in several economic spheres, particularly in the fishing industry sphere. In April and May, Soviet and Angolan specialists working in this field will take stock of their activities during the preceding year and map out future plans. Before leaving for Luanda at the head of a Soviet delegation where he will be attending one of these meetings, Vyacheslav Lipanov, deputy chairman of the Soviet-Angolan joint fishing venture, gave an interview to Moscow radio. This is what he said: [begin Lipanov recording, fading into Portuguese translation] Before independence and under the colonial regime, about 80 percent of the fish caught in Angolan waters were used in the production of fish-meal. The colonialists were not interested in feeding the people but only in getting supper profits. This situation changed with the victory of the revolution. The new regime set for itself the task of supplying Angolans with enough foodstuffs, as fish is one of the country's traditional staple foods.

Although the years of economic devastation negatively influenced the fishing industry, Angola is now successfully overcoming the consequences of its two wars. Angolans now eat three to four times more fish than in the years of colonial rule, and this despite the fact that the total volume of fish caught has not yet reached prewar levels.

The establishment of the Lobito Fishing Industry Research Institute is yet another achievement of people's power. The data used by the institute are supplied by the scientific vessels in which Soviet and Angolan specialists work jointly. The USSR helps Angola to train its national cadres. Young Angolans study in secondary and higher education schools in the USSR and Soviet teachers work at the Luanda navigation school. Angolans study and work jointly with Soviet sailors in vessels with mixed crews. [end recording]

Vyacheslav Lipanov goes on to say: I came to Angola for the first time in 1976, when people's power was beginning to be established. In the south of the country the gangs of Savimbi were still operating and the ports of Mocimedes and Porto Alexandre were still occupied by the South African interventionists. Since then, I have returned to Angola several times.

In July 1979 the Soviet-Angolan joint fishing venture was created and it now plays an important role in the supply of fish products to the Angolan market. Initially, only Soviet vessels with mixed crews operated there, but later on the Soviet Union made

available to Angola a number of fishing vessels on good terms. Currently the joint venture operates with ten vessels. In 4 years and with the help of friendly countries, Angola rebuilt most of the fishing enterprises which are now successfully fulfilling the task entrusted to Angolan fisherman. This task consists of fully meeting the population's fish requirements.

I am convinced that the cooperation between our two countries will yield good results in the future. It is a cooperation with good prospects ahead, Vyacheslav Lipanov said, concluding the interview.

CSO: 5200



ARGENTINA, UK NEGOTIATIONS ON MALVINAS ISLANDS

Chilean Representative Leaves for Talks

Buenos Aires TELAM in Spanish 0000 GMT 26 Apr 80 PY

[Excerpt] Buenos Aires, 25 Apr (TELAM)--Carlos Cavandoli, foreign relations under secretary, left for Washington last night in order to continue negotiations with the UK on the sovereignty of the Malvinas Islands.

Accord Reached

PY302336 Buenos Aires NOTICIAS ARGENTINAS in Spanish 1556 GMT 30 Apr 80

[Text] Buenos Aires, 30 Apr (NA)--At the end of the 2-day talks held in New York within "the framework of negotiations" recommended by several UN general assemblies, the Argentine and British governments today expressed their desire to "hold new meetings in the future" to continue the negotiations on the sovereignty of the Malvinas Islands.

The announcement was made through an official communique released simultaneously in Buenos Aires and London by the Argentine and British governments. The communique states that the negotiations in New York were held "in a cordial and positive atmosphere."

The text of the joint communique reads as follows: "In compliance with the reports released separately by the Argentine and British governments on 15 April 1980, a ministerial-level meeting was held in New York on 28 and 29 April to discuss the Malvinas Islands issue and other subjects concerning the South Atlantic within the framework of negotiations mentioned in the pertinent resolutions of the UN general assemblies.

"The Argentine and British delegations were headed, respectively by Col Carlos Cavandoli, Argentine Foreign Ministry under secretary, and Nicholas Ridley, Commonwealth state secretary. The discussions embraced a wide spectrum of interests in a cordial and positive atmosphere. The two governments hope to hold new meetings in the future to continue the negotiations."

CSO: 5200

## BRIEFS

**GUINEA-BISSAU-EEC AGREEMENT**--Guinea-Bissau and the EEC recently signed a fishing agreement in Brussels. Guinea-Bissau was represented by Comrade Basco Cabral, State Commissioner for Economic Coordination and Planning [CECEP] and the EEC by the chairman of the Council of Ministers, the merchant marine minister of Italy and the vice chairman for fishing matters. Comrade Vasco Cabral said that income received under the agreement will be used to finance maritime and fresh water fishing projects. The agreement stipulated that EEC must report and unload part of its catch in Guinea-Bissau depending on the latter's capacity for refrigerating and processing the fish. The representative agreed that all monitoring will be done by nationals and that sailors from Guinea-Bissau will work on the EEC vessels. The EEC will also help train young people from Guinea-Bissau in the art of fishing. According to the CECEP commissioner, all these conditions will enable Guinea-Bissau to develop its fleet and to expedite development of the fishing sector. [Text] [Bissau NO PINTCHA in Portuguese 18 Mar 80 p 8] 9268

**ANGOLA-USSR FISHING AGREEMENT**--A cooperation protocol was signed the day before yesterday in the port of Luanda between two delegations headed respectively by comrades Emilio Guerra, minister of fisheries of the People's Republic of Angola and Yury Bistrov, deputy minister of fisheries of the USSR. During the ceremony, the head of the Soviet delegation, Yury Bistrov, handed over three fishing boats to Angolan fishermen. The protocol is aimed at the adoption of new measures that will ensure the development of cooperation in the field of fishing as well as the development of the People's Republic of Angola's fishing industry. The fishing boats which will reinforce the Angolan fishing fleet, "were acquired by our people and should be cared for accordingly," Comrade Emilio Guerra said at the end of the ceremony. "We shall thus intensify fishing activities in our country in order to eliminate shortages in our economy." The ceremony ended with speeches by the heads of the two delegations, who stressed the satisfactory degree of development of the cooperation between the two countries based on principles of friendship and mutual understanding. [Excerpts] [Luanda JORNAL DE ANGOLA in Portuguese 26 Apr 80 pp 1, 10]

CHILEAN DELEGATION TO TALKS IN ROME--Santiago, Chile, 29 Apr (LATIN)--The Foreign Ministry reported today that a part of the Chilean delegation that is participating in the Vatican's mediation process regarding the southern border dispute with Argentina is traveling to Rome to attend the sixth round of negotiations. The group that has left is headed by the Foreign Ministry under secretary, Air Force Lt Col Ernesto Videla. The rest of the delegation will leave within the next few hours in order to participate in the new round of talks on 5 May. [Excerpt] [PY300355 Buenos Aires LATIN in Spanish 2152 GMT 29 Apr 80]

SOVIET TRAWLERS TO ANGOLA--Three trawlers with a daily catch capacity of 8 tons were handed over to Fisheries Minister Emilio Guerra on 24 April by the Soviet deputy minister of the fish industry, Yuriy Bystrov. [Luanda Domestic Service in Portuguese 0530 GMT 25 Apr 80 LD/EA]

SOVIET PROTOCOL WITH ANGOLA--The Soviet deputy minister of fish industry, Yuriy Bystrov, left Luanda for Moscow yesterday after signing two protocol agreements with Angola. His visit was in the framework of the Soviet-Angolan joint commission. [Luanda Domestic Service in Portuguese 0530 GMT 26 Apr 80 LD/EA]

CHILE-PORTUGAL COOPERATION AGREEMENTS--Chile has signed technological and scientific cooperation agreements with Portugal for development of the fishery sector. [Santiago Chile Diplomatic Information Service in Spanish 0434 GMT 26 Apr 80 PY]

SOVIET ANTARCTIC EXPEDITION--The significant research ship "Akademik Knipovich" has returned from the Antarctic's icy shores. On board the ship were scientists from the All-Union Scientific Research Institute of Marine Fishing and Oceanography. The purpose of the expedition was comprehensive research into the Antarctic's marine fauna. [Moscow SEL'SKAYA ZHIZN' in Russian 13 Apr 80 p 4 LD]

CSO: 5200

## INTER-ASIAN AFFAIRS

### AUSTRALIANS PROTEST INDONESIAN ZONE DECLARATION

#### Report on Announcement

Sydney THE SYDNEY MORNING HERALD in English 22 Mar 80 p 3

[Report from Peter Rodgers]

[Text]

JAKARTA, Friday.—Indonesia formally declared today a 200-nautical-mile exclusive economic zone, extending the length of its sea boundaries by thousands of miles.

The economic zone extends into areas of the sea already claimed by several other countries, including Australia.

The declaration was read by Indonesia's Foreign Minister, Dr Mochtar, on behalf of President Suharto. It said the zone was being proclaimed

to "further Indonesia's economic well-being and because such zones were now accepted under international law."

The zone came into effect immediately.

South-west of West Timor, Indonesia's exclusive economic zone extends into areas of the sea claimed by Australia when it declared a 200-mile fishing zone last November.

Parts of the Indonesian economic zone also overlap areas of the sea claimed by Vietnam and the Philippines.

#### Protest in Parliament

Brisbane THE COURIER-MAIL in English 24 Mar 80 p 22

[Text] Sydney.—A Federal Liberal backbencher yesterday called on the Federal Government to protest strongly at the declaration by Indonesia of a 200 mile exclusive economic zone without prior consultation.

Tasmanian Liberal Mr Michael Hodgman said the move announced at the weekend, would take in waters now under Australian control.

He said it would cover areas of the Timor Sea where some companies were drilling for oil under licence from Australia.

"I do think it's a situation of arrogance by the Indonesian Government — which receives millions of dollars in aid from Australia each year — to lay claim to areas which are traditionally Australian," he said.

"The point is that the Indonesians have finally made the claim and then

said 'we'll negotiate after'."

Mr Hodgman said the Indonesians should be told "firmly" that the Australian Government did not take kindly to them saying that part of Australia was now going to be part of Indonesia.

"It means Australia is

going to have to fight to maintain control over waters and islands that are traditionally Australian territory," Mr Hodgman said.

"I'm not going to stand by silent while a foreign power, be it Indonesia or anyone else, lays claim to part of Australia. It's just not on."

## INTER-ASIAN AFFAIRS

### JAPAN, ROK BEGIN JOINT CONTINENTAL SHELF OIL DEVELOPMENT

OW010619 Tokyo KYODO in English 0347 GMT 1 May 80

[Text] Seoul May 1 (P-KYODO)--The supply ship *Jaguar* left Korea's southeastern port of Pusan Thursday morning en route to a prospecting site along the continental shelf in the east China sea, as Korea and Japan prepared to begin at last their joint quest for seabed oil resources. The *Jaguar* was dispatched from the project's Pusan supply base in a ceremony attended by officials including Seoul's Energy-Resources Minister Yang Yun-ae. The semi-submersible drilling rig *White Dragon* No. Three of the Japan Drilling Co. will arrive at the site in the shelf's fifth sub-seismic zone Friday to embark on the long-awaited joint exploration project. The *White Dragon* will begin actual drilling Sunday at 30 degrees, 58 minutes and 47 seconds north latitude, and 126 degrees, 41 minutes and 51 seconds east longitude, boring 3,000 meters into the anticlinal structure. Energy-Resources Ministry officials said.

Prospecting in the fifth subzone, to be undertaken by the Japanese concessionaire, the Nippon Oil Co., will be completed by the end of July, and if oil is found, full scale production could begin in 1985, according to the officials. At the end of July, the *White Dragon* is to move to the shelf's seventh subzone, where the Seoul-side concessionaire, the Korean American Oil Co. (KOA), is in charge of prospecting there, some 300 meters south of Chajudo. It will drill to a depth of approximately 4,100 meters, the officials said. KOA must first complete a seismic survey of the seventh subzone, however, which was interrupted last December by bad weather. The survey should be finished before the *White Dragon* arrives in the seventh subzone, determining the depth of proposed well sites, and confirming that the sea floor is free of obstructions.

Korea and Japan thus begin their joint continental shelf development six years and three months after concluding an agreement on the project in 1974. Estimates of oil deposits in the joint development area run as high as nearly two billion barrels. If oil is found, the two countries will share the production equally under the terms of the agreement.

CSO: 3200

INTER-ASIAN AFFAIRS

DPNR PATROL BOAT ALLEGEDLY FIRES ON JAPANESE FISHERMEN

OM280034 Tokyo KYODO in English 0020 GMT 28 Apr 80

[Text] Niihata April 28 KYODO--A 40-ton drift-net salmon fishing boat was fired on by a ship believed to be a North Korean patrol craft at a point some 500 kilometers north-northeast of Oki Islands in Shimane Prefecture, near the North Korea-proclaimed military border, on April 28, maritime safety officials said Monday. They said none of the 11 crew members of the No. 8 Nohko Maru of Nagasaki, Ishikawa Prefecture were injured. The ship's radar and compass were destroyed, however.

The maritime safety officials learned about the incident after crewmen of fishing boats at Niwa Port in Ishikawa Prefecture told them Monday that a Japanese boat was fired on while engaged in fishing operations.

According to Kameo Kazumichi, owner of the Nohko Maru, a patrol ship believed to belong to North Korea approached the boat in the Sea of Japan at a point 41.13 degrees north latitude and 131.10 degrees east longitude at around 9 a.m. on April 24. He said the patrol ship ordered the Nohko Maru to halt in Korean.

The patrol ship fired on the fishing boat since it did not immediately obey the order, Kameo said. The patrol ship withdrew from the scene after firing four rounds which destroyed the radar and compass of the Nohko Maru.

The maritime safety officials are making a check to confirm the identity of the patrol ship and find out whether the incident occurred in the open sea. The Nohko Maru is one of other ships had been operating in the area since early this month.

CSG. 5200



BRIEFS

**TAIWANESE BOATS IN DARWIN**--A Fremantle-based joint venture fishing company is annoyed that Federal and Northern Territory fisheries authorities have yet to decide the fate of two Taiwanese fishing boats arrested near Darwin last week. A spokesman for the Kaillia Kaohsiung Fishing Co. Pty Ltd said that the two boats had been escorted back to Darwin by an Australian Navy patrol boat on Tuesday last week. The boats were arrested 16km within an Australian proclaimed fishing zone. The spokesman said that attempts by the company to find out from authorities in Darwin and Canberra if the boats, the Hwa Kung 51 and 52, were to be charged with any offence had so far failed. The company had been told that no decision had been made. The two boats belonged to a 150-strong fleet of Taiwanese boats licensed by the Federal Government. Under the terms of the joint venture they are permitted to fish within Australia's 200 nautical mile (370km) limit, except for a number of proclaimed areas. These include the Gulf of Carpentaria, part of the north-west coast of WA and an area off the Darwin coast. The spokesman said that none of the boats had been operating in waters used by Australian fishermen. [Text] [Perth THE WEST AUSTRALIAN in English 20 Mar 80 p 14]

**KOREAN BOATS IN AUSTRALIA**--Two Korean squid-fishing boats, the Dong Bang 35 and the Dong Bang 37, are under arrest at Albany. The two boats have been served with writs claiming that they owe a total of \$700,248 to Lombardo Marine Group Pty Ltd. Lombardo says that it supplied the Dong Bang 35, the Dong Bang 39 and the Dong Bang 37 with fuel at Fremantle between January 4 and February 20. Lombardo refused to comment on the matter yesterday. The boats belong to a joint fishing feasibility study in the Australian Bight by Lombardo and the Korean owners. [Text] [Perth THE WEST AUSTRALIAN in English 18 Mar 80 p 3]

**JAPANESE-TASMANIAN VENTURE**--Squid fishing has a very promising future in Tasmania. Feasibility studies conducted by the Tasmanian Fisheries Company, a joint venture with Tasmanian and Japanese interests, have shown through data gathered from eight Japanese commercial fishing boats and two specially equipped local boats, that Tasmanian waters contain a considerable quantity of squid. The demand for squid in Japan, Tasmania's major market, has been steadily growing. Japan imports at a rate of 132,000 tonnes a year from all over the world. To do well in this market, Tasmanian squid will have to be excellent because the Japanese are very particular about the way squid is handled, graded and packed.

Common law fishing vessels unfailingly sort each of their catches into boxes. The total annual world catch of squid, of which there are about 350 species, is about 850,000 tonnes and is still increasing. Production in Tasmania may be up to 10,000 tonnes. Tasmanian fishermen will now have to decide whether the returns from firmly established activities such as cray fishing, trawling and scallop fishing, some of which are also at their peak during the squid season, are preferable to squid fishing. [Excerpt] [Melbourne THE AGE in English 17 Mar 80 p 25]

DPNK-JAPAN FISHING CONFLICT--Niigata, 28 Apr (KYODO)--A 49-ton drift-net salmon fishing boat was fired on by a ship believed to be a North Korean patrol craft at a point some 500 kilometers north-northwest of Oki Islands in Shimane Prefecture, near the North Korea-proclaimed military border, on 24 April, maritime safety officials said Monday. They said none of the 11 crew members of the No 2 Hokko Maru of Fugeshi, Ishikawa Prefecture were injured. The ship's radar and compass were destroyed, however. The maritime safety officials learned about the incident after crewmen of fishing boats at home port in Ishikawa Prefecture told them Sunday that a Japanese boat was fired on while engaged in fishing operations. According to Kikuo Sakurai, owner of the Hokko Maru, a patrol ship believed to belong to North Korea approached the boat in the Sea of Japan at a point 41.13 degrees north latitude and 131.10 degrees east longitude at around 7 a.m. on 24 April. He said the patrol ship ordered the Hokko Maru to halt in Korean. The patrol ship fired on the fishing boat since it did not immediately obey the order, Sakurai said. The patrol ship withdrew from the scene after firing four rounds which destroyed the radar and compass of the Hokko Maru. The maritime safety officials are making a check to confirm the identity of the patrol ship and find out whether the incident occurred in the open sea. The Hokko Maru and some 40 other ships had been operating in the area since early this month. [Text] [Tokyo KYODO in English no time given 28 Apr 80 OW]

SELF DEVELOPMENT--Seoul, 9 May, OP-KYODO--The Korean Government Thursday expressed its readiness to discuss with mainland China at any time Korea and Japan's joint development of the East China Sea continental shelf, which finally got under way this week. A ranking Foreign Ministry official said that the test drilling for oil along the shelf, which lies between Korea and Japan, is being conducted "in accordance with established principles of international law," and without infringing on the sovereignty of any other country. He said specifically that the project does not constitute any encroachment upon the sovereign rights of mainland China. In a protest over the oil development project reported Wednesday by YONHAP NEWS AGENCY, the Peking Government accused Japan of "failing to attach due importance to Sino-Japanese friendly relations" in reaching an agreement with South Korea "without consulting China and behind China's back." The Seoul government has several times offered to confer with China on the issue, but Peking has never responded to the Korean proposals. The official thus said that if China did not protest against the joint continental shelf development, it would tacitly be approving the project. [Text] [Tokyo KYODO in English no time given 9 May 80 OW]



**SINGAPORE-AUSTRALIA JOINT VENTURES**--Canberra--Singapore may begin joint fishing ventures with Australia to fill the gap arising from the cancellation of projects involving the Soviet Union. In January the Government indefinitely suspended fishing arrangements with the Soviet Union as part of a protest against the invasion of Afghanistan. Senior officials from Singapore's Primary Production Department arrived in Australia this week. Australian officials described the visit as a preliminary exploratory mission but said it could result in deals worth several million dollars. The Singaporeans will visit the Northern Territory, NSW, Queensland and Tasmania, and may also have talks in Canberra. They would determine the capacity of the Australian fishing industry and review possible joint venture arrangements and access by Singaporean trawlers to Australian waters, the officials said. One of the main projects likely to be discussed is a feasibility fishing project involving jack mackerel in Tasmanian waters. It is understood that Singapore is also interested in the prawning industry in northern waters. [Excerpt] [Perth THE WEST AUSTRALIAN in English 9 Apr 80 p 23]

**ROK-JAPAN OIL DRILLING**--Tokyo 3 May--Nippon Oil Exploration Co will start test drilling Sunday in the tract of the fifth concession in the continental shelf between Japan and South Korea under a bilateral agreement for joint development of the area, according to Seoul Radio reported here Saturday. The Japanese concessionaire will use the White Dragon No 1, its boring ship, in the test drilling which will last until late July. Test boring will be also conducted at the seventh concession from 1 August to late October. Pusan Port is to serve as the supply depot for the boring as requested by Korea-America Oil Co (KAMCO), the South Korean concessionaire. Nippon Oil Exploration, a wholly-owned subsidiary of Nippon Oil Co, listed Sasebo Port in Kyushu chosen as the supply depot. The Japanese concessionaire will pay yen 130 million to Japanese fishermen in compensation and the South Korean counterpart 165 million yen (yen 87.5 million) to South Korean fishermen to settle the fishery dispute which has been the last stumbling block in the development plan. The fifth concession is situated at a point 30 degrees 38.47 minutes North latitude and 126 degrees 41.51 minutes East longitude, while the seventh concession lies at a point 30 degrees 29.25 minutes North latitude and 126 degrees 11.23 minutes East longitude. [Text] [OWO41255 Tokyo KYODO in English 0908 GMT 3 May 80 DW]

**THAI OBJECTIONS TO MALAYSIA**--Kuala Lumpur, 10 Apr--Thailand has expressed reservations over the demarcation of Malaysia's continental shelf off the Kelantan Coast in a recently published map. The Thai Government has submitted an aide-memoire to the Malaysian Embassy in Bangkok. The note, according to Thai sources here, pointed out that the map failed to take into account the overlapping area in the southern part of the Gulf of Thailand. The area, estimated at 3,200 square kilometers, is to be exploited by a joint authority agreed upon by the prime ministers of the two countries at their meeting at Chungmai (Thailand) in February last year. Indonesia, Singapore and Vietnam have also raised objections to the map which was gazetted last December. The Malaysian Government has offered to settle any controversy on this with neighbouring countries through negotiation. [Text] [Rangoon THE WORKING PEOPLE'S DAILY in English 12 Apr 80 p 7]

## AUSTRALIA

### BRIEFS

**FISHING RESEARCH URGED**--Australia would leave itself open to exploitation if it did not quickly step up its knowledge of off-shore waters, Professor Ken Back said yesterday. Professor Back, James Cook University vice-chancellor, was speaking from Townsville. He said that without this knowledge Australia was in a poor bargaining position when it came to issuing licenses to other countries to operate within its 200-nautical-mile fishing zone. James Cook University has just received a Federal Government grant of \$120,000 for five marine science research projects. Professor Back said its work had become even more important since the 200-nautical-mile zone was declared and the Government took on new responsibilities. He said he eventually hoped that Government would send trained researchers to help near South Pacific countries grapple with problems which had arisen because of the declared zone. [Excerpt] [Brisbane THE COURIER-MAIL in English 10 Apr 80 p 14]

**SURVEY FINDINGS**--Canberra.--A survey by South Pacific Commission biologists has confirmed potentially commercial quantities of skipjack tuna off southern-central NSW and suggests that northern Queensland waters also might support a commercial fishery. [Text] [Sydney THE SYDNEY MORNING HERALD in English 29 Mar 80 p 2]

CSO: 5200

## BRIEFS

SEALED EXPLOITATION LAG--Madras, March 29: "India is at least 25 years behind in oceanic discipline. And the country should exploit its seabed properly to be well on the road to prosperity," observed Vice Admiral H.K. Roy, Flag Officer Commanding-in-Chief, Eastern Naval Command, here on Saturday. In an informal chat with pressmen on board INS Amba, a submarine depot ship the Vice Admiral said that with the prices of various minerals and metals shooting up, several countries were now turning to the sea for resources. At least the maritime states in India should not lag behind and go in a big way for ocean management, he felt. The Vice Admiral suggested that a maritime agency to train young men in ocean engineering could be set up. The IITs and universities should promote this discipline. He regretted that even fishing was not fully exploited. This had led to a lot of unauthorised fishing and catches in just six weeks in the Bay of Bengal could be worth over Rs. 5 crores. Fishing had become such a profitable business that even if vessels were torpedoed, the intruders staged a come back in less than three months. "Hence we have to make our presence felt all the time on the seas," he said. The Vice Admiral indicated that the naval activities in Tamil Nadu would increase in another year. "Several programmes are to come here," he said. [Excerpt] [Madras THE HINDU in English 31 Mar 80 p 12]

CSO: 5200

JAPAN

BRIEFS

LEGISLATORS DEPART FOR PYONGYANG--Tokyo, 28 Apr (KYODO)--A group of the ruling and opposition parties Dietmen left for Pyongyang Monday for negotiations to renew an agreement on fishing in North Korean territorial waters due to expire in June. The members of the group, led by Chuji Kameo, a senior Liberal-Democratic Party lawmaker in the House of Representatives, are also expected to discuss the overall Korean situation and Japan-North Korea relations during their nine-day stay. [Text] [OW280341 Tokyo KYODO in English 0303 GMT 28 Apr 80]

CSO: 5200

## KING PROCLAIMS EXCLUSIVE ECONOMIC ZONE OVER ADJOINING SEAS

BK261259 Kuala Lumpur International Service in English 0630 GMT 28 Apr 80

[Excerpts] The king has proclaimed Malaysia's exclusive economic zone over the seas adjoining its coast following the proclamation on Friday (25 April) that a bill will now be introduced in the coming session of parliament to confer enforcement powers on the various government agencies. Acting Minister of Law Tan Sri Kadir Yusof disclosed this at a news conference in Kuala Lumpur today. He said under the proclamation, Malaysia would have sovereign rights for the purpose of exploring and exploiting, conserving and managing the living resources, particularly fish, of the waters within the exclusive economic zone. Malaysia also enjoys such rights to conduct other activities for the economic exploitation and exploration of the zone such as production of energy from the water, currents and winds. Apart from that, Malaysia would now exercise its jurisdiction with regard to marine scientific research and the preservation of the marine environment of the area.

Tan Sri Kadir explained that Malaysia's exclusive economic zone would be extended if the sea area permits after 200 nautical miles. He said the width of Malaysia's zone would depend on the extent of the sea areas adjacent to its coast. In the northern part of the Strait of Malacca and in certain parts of the South China Sea, the government would have to take into account the rights of neighboring states. In such areas, the government would have to demarcate the boundaries of its zone by agreements with those states or in accordance with the principles of international law.

The minister said the zone would not encroach into the economic zones of other states. He made it clear that should any matter arise resulting from the proclamation, Malaysia was willing to settle it through negotiations and other peaceful means.

Tan Sri Kadir said foreign fishermen wishing to fish in the exclusive economic zone would have to seek the prior approval of the government.

CSO: 5200

## TWO NEW TRAWLERS IDLED AS FISHING INDUSTRY SLUMPS

Auckland THE NEW ZEALAND HERALD in English 19 Apr 80 p 2

[Report by HERALD marine reporter]

[Text] Two of New Zealand's largest and newest fishing boats have been laid up at Nelson and there are reports that another company lost \$1 million last year on its trawling operations.

Steggs Fisheries Ltd, New Zealand's largest privately owned fishing company, has laid up the *Ilwaco* and *Wapora* and laid off 50 of its staff. Both vessels had been imported under the Government scheme since the 200-mile zone was introduced.

The company's director, Mr C. G. Steggs, said they have been caught between rising costs and poor fish prices. The crews of both boats have refused to accept wage cuts, amounting to about 20 per cent, which the company asked for.

Mr Steggs said the industry was in a bad way and he claims that another company lost about \$1 million on its trawling operations last year.

He believes his company could have a better chance if it had been granted Govern-

ment approval for a joint venture.

Several non-fishing companies have been granted joint ventures and are making a straight-out, cup. And it is not going back into the industry," he said.

Steggs has put two proposals to the Government. Both have been turned down.

"If we had been granted one, then we could have supported the local industry out of it," he said.

Steggs is building a new \$1 million processing plant at Nelson and the failure of this is now in jeopardy. It has also invested about \$1.2 million in another plant at Dunedin in conjunction with Wrightson SNA Ltd.

The To a kilogram already or less preferred fish, as suggested last week by the Federation of Commercial Fishermen, would help, he said.

The Federation believes the Government is embarking on a dangerous course by extending its duty-free import scheme for more fishing boats when craft which have already been imported under this scheme are being laid up.

The general manager of the Fishing Industry Board, Mr N. E. Jarman, said it was a matter of concern and the board will do what it can, but the Federation was confusing two different types of fishing in its criticism of the duty-free import scheme.

That scheme, he said, will apply only to very large craft with refrigeration gear capable of deep-sea fishing.

The current problems concern inshore craft, where there may be too many boats in certain areas.

DRILLING SHIP SECURED FOR TARANAKI OFFSHORE OIL WELLS

Wellington THE EVENING POST in English 26 Apr 80 p 48

[Text]

SHELL BP and Todd Oil Services Ltd as the operators for a consortium of mining companies, have secured the use of Sedco International's drill ship S-445 for an exploration programme comprising three Taranaki offshore wells, according to a supplied statement today by the oil services chairman, Mr David Tudhope.

The consortium comprises Petrocorp (Exploration), Shell, BP and Todd, and, in

the case of one well, Shell USA.

The ship is at present drilling off north-west Australia, and is expected to complete work for Woodside Petroleum by August 1. She will then put into Singapore for American Bureau of Shipping survey and the fitting of anchor winches. The ship is expected to arrive in New Zealand by mid-September, and to begin work immediately.

The programme is expected to take about 12 months, and cost about \$35 000 000.

CS01 5200

## DECISIONS ISSUED ON FOREIGN BOATS FISHING IN SRV WATERS

Hanoi NHAN DAN in Vietnamese 26 Mar 80 pp 1, 4

[Text of decisions: "Decisions of the Council of Ministers About Foreign Boats and Fishing Boats Operating in Our Waters"]

[Text] Editor's Note: NHAN DAN, in its issues on 22 and 23 February, reported that the Council of Ministers has issued two decisions -- one on the statute for foreign boats operating in our country's waters and the other on the statute for foreign fishing boats operating in our country's waters. Today, we print the full text of these two decisions.

Decision No 30-CP of the Council of Ministers of 29 January 1980 on the Statute for Foreign Boats Operating in the Waters of the SRV

### THE COUNCIL OF MINISTERS

In compliance with the Law on organization of the Council of Ministers passed by the National Assembly on 14 July 1960;

In compliance with the Declaration of 12 May 1977 of the SRV Government about Vietnam's waters and continental shelf;

In order to protect and maintain the sovereignty of the SRV over Vietnam's waters and continental shelf,

### ARTICLE 1

#### Chapter I -- General Articles

Article 1 -- Foreign boats as mentioned in this decision include military and nonmilitary ships and boats and all means of water transportation that are not owned by the state, collectives or citizens of the SRV.



**Article 2 - All foreign boats operating in Vietnamese waters (entering, leaving, going back and forth, staying in harbor and doing other work) must respect the SRV's sovereignty over its waters and fully comply with the regulations contained in this decision and with other related rules, procedures and regulations of the SRV as promulgated by the state of Vietnam's authoritative organs.**

Foreign boats operating in Vietnamese waters must submit themselves to inspection and control by the Vietnamese authoritative forces, which are aimed at ensuring the respect for and compliance with this decision and other related SRV rules, procedures and regulations.

**Article 3 - Foreign boats must follow these procedures when they want to enter Vietnamese waters:**

a. Nonmilitary boats used for transportation and commercial purposes must seek permission from the SRV Ministry of Communications and Transportation (MCT) at least 7 days in advance to enter the internal waters or harbors of Vietnam and, after this permission has been granted, should inform the SRV MCT 24 hours in advance before beginning to enter Vietnam's territorial waters.

b. Nonmilitary boats not being used for transportation and commercial purposes must seek through diplomatic channels permission from the SRV MCT at least 15 days in advance to enter the internal waters or harbors of Vietnam and, after this permission has been granted, should inform the SRV MCT 48 hours in advance before beginning to enter Vietnam's territorial waters.

c. Military ships (including warships and support craft) must seek (through diplomatic channels) permission from the SRV Government at least 30 days in advance to enter the zone contiguous to Vietnam's territorial waters and, after this permission has been granted, should inform the Vietnamese military authorities (through the SRV MCT) 48 hours in advance before beginning to enter this contiguous zone.

**Article 4 - Foreign boats coming to our country by invitation of the SRV will be under a separate statute rather than this decision.**

**Article 5 - Military ships of the same country being permitted to enter Vietnam's territorial or internal waters must not stay in harbor in any group larger than three at any one time and the duration of each stay cannot be more than a week, except in the case of permission being granted by the SRV Government.**

**Article 6 - Foreign boats, in the case of emergency beyond their ability to overcome, such as natural calamities and accidents threatening their safety and the lives of the people aboard, which force them to stop or drop anchor in Vietnam's territorial waters, must seek every way to quickly communicate with and report to the nearest Vietnamese authoritative**

organs, submit themselves to control by the Vietnamese authorities to prove the sincerity of the reasons they have given and obey any instructions the Vietnamese authorities may give.

Article 7 - The SRV reserves the right to come to the rescue of foreign boats being in peril in Vietnam's internal waters, territorial waters and contiguous zone.

#### Chapter II - Specific Regulations for Foreign Boats Operating in Vietnamese Waters

Article 8 - Foreign boats while in Vietnam's internal waters, in addition to the flag of the country of their registration, must display a Vietnamese national flag at the top of their highest mast and fully comply with the regulations about signal lights in conformity with the type and activities of boats issued by the Vietnamese authoritative organs and in conformity with the general regulations of the international law on sea communications.

Article 9 - Within Vietnam's internal and territorial waters, foreign boats must move quickly, continuously and in the right designated route and lane, without entering the prohibited zones.

Article 10 - Foreign submarines (including military and civilian submarines), when permitted to enter Vietnam's contiguous zone, territorial and internal waters and when anchored in Vietnam's harbors, must absolutely stay afloat and display the flag of the country of their registration. Foreign submarines must also fully comply with the same regulations intended for foreign surface ships moving in Vietnam's contiguous zone and territorial and internal waters and anchoring in Vietnam's harbors.

Article 11 - Foreign boats cannot engage in any investigation, exploration or studies of the natural resources, animals and inanimate things in Vietnam's territorial waters and exclusive economic zone, for economic or scientific purposes, except when they have permission from the SRV Government.

Article 12 - Foreign boats must absolutely not engage in any form of catching, exploiting and purchasing any products in Vietnam's territorial waters, contiguous zone and exclusive economic zone, except when they have permission from the SRV Government.

When they move about in Vietnam's exclusive economic zone, foreign fishing boats must put away nets and other fishing tools in their hold and put away in for-storing conditions all sounding, detecting, fish-attracting and other equipment.

Article 13 - Foreign boats operating in Vietnamese waters (except the ones being granted a separate statute as specified in article 4) must not have the following activities:

- a. Conducting military maneuvers, using force or threatening to use force to undermine the security and to disturb the peace of the DRV while in Vietnam's contiguous zone and territorial and internal waters.
- b. Doing anything harmful for the defense, peace, security and order of the DRV; spreading propaganda against the DRV.
- c. Jamming the DRV's communications systems, machines and equipment.
- d. Using radar, ultrasonic wave generator, surveying and measuring machines, diving equipment and other machines to measure, survey and explore geographical, weather and hydrographical conditions, bottom sediment and depth, or to attain any other exploration goals in Vietnam's internal and territorial waters.
- e. Filming, photographing and using electronic, sonic, optical, recording and television equipment and other technical means and equipment to gather intelligence and to collect data and information in connection with Vietnam's security, national defense and economy while in Vietnam's internal and territorial waters and contiguous zone; filming, photographing, drawing or writing down information about equipment and goods in the harbor and military equipment, economic installations and scientific research facilities on the way to or inside the harbor.
- f. Launching, landing or bringing on board any means of flying; taking from the boats, unloading or loading any military means in Vietnam's internal and territorial waters and contiguous zone without advance permission from the DRV Government.
- g. Releasing blinding smoke, firing guns of various kinds, sending signals and using explosive materials in Vietnam's internal and territorial waters and contiguous zone for any purposes, except firing signal devices in case of emergency and firing cannon to salute in case of military ships having the permission to visit the DRV.
- h. Unloading, loading, purchasing, selling and swapping any products, merchandise, money, precious metals, precious stones, etc. in violation of the regulations in the DRV's financial, customs, quarantine and other laws.
- i. Discharging or embarking people without strictly observing the DRV's exit-entry regulations; giving refuge to, conspiring with, protecting or aiding violators of Vietnam's law in Vietnam's internal and territorial waters and contiguous zone.

In emergencies requiring the rescue of victims and putting them aboard in Vietnam's internal and territorial waters and contiguous zone, foreign boats must immediately notify the Vietnamese authorities for handling of the situation.

1. Obstructing the navigational communications, the catching and raising of sea products and the exploitation of sea resources of the state, collectives or citizens of the DRV in Vietnamese waters.

a. Falsely using distress signals to deliberately stop and anchor in Vietnam's territorial or internal waters.

b. Pulling alongside and contacting other boats; discharging and taking aboard people and merchandise not in specified locations within Vietnam's territorial and internal waters and harbors. Speedboats, motorboats and other means of locomotion launched from foreign boats to carry out liaison task are permitted to move within the areas specified by the local authorities.

Article 14 - Foreign equipped with fixed and movable weapons, before entering Vietnam's contiguous zone and territorial and internal waters, must put these weapons back to for-storing conditions, specifically by:

- Removing shells from barrels and putting them away in locked cases;
- Greasing barrels and barrel locks and covering them in bags or under pieces of canvas.

Article 15 - Foreign boats, while in the DRV's internal waters, must seal all of their communications equipment and electronic technical-observation devices and equipment. Any communication with any place, including the country of their registration, must be through the communications center of the Vietnamese harbor where they are anchored. All communications by radio, Morse, semaphore, etc. with any object are considered acts of violation of the DRV's sovereignty and security.

Article 16 - When passing through Vietnam's territorial waters and contiguous zone, the boats that are run by atomic energy, carry radioactive materials or equipment using radioactive materials, or carry or use other dangerous or toxic materials must be ready to provide the Vietnamese authorities with the necessary technical documents and take preventive measures to avoid causing dangerous and harmful effects in accordance with the regulations about prevention of harmful effects and environmental protection and in compliance with international agreements.

Article 17 - Foreign boats must not discard wastes and toxic materials that can pollute the environment in the DRV's waters and land and must fully apply the measures that prevent environmental pollution and immediate and long-term harmful effects on man and living things.

In the case of a danger of serious pollution, the DRV Government will take every measure necessary to prevent its consequences, to save the lives of people aboard or to protect man and living things in the endangered area. The boats that cause the pollution will bear responsibility and must pay



for any immediate and long-term damages caused by the pollution in accordance with the DRV's laws.

Article 18 - Foreign boats, when entering or leaving Vietnamese harbors, must use Vietnamese pilots to lead the way, in accordance with the current regulations of the DRV, and fully comply with the bylaws of the harbor where they are anchored.

Article 19 - Except for authorized service boats, foreign boats cannot enter a safety area 500 meters wide (from the farthest point) of the equipment, artificial island, etc. used to explore and exploit the natural resources on or under the seabed, which Vietnam has installed or has authorized to install in its waters and continental shelf. The boats that pass by outside of this safety area must also obey the rules about navigational safety so as not to harm the safety of these works.

Article 20 - In addition to the regulations in this decision, foreign boats must fully obey other current rules applicable to the DRV's waters, harbors and coastal areas.

### Chapter III -- Control and Action

Article 21 - The DRV's control on the sea is assigned to the following forces:

- a. The People's Navy and units of the VFA having the task of protecting the islands.
- b. The Vietnamese border defense troops.
- c. The Vietnamese people's police in charge of sea patrolling.
- d. The paramilitary forces aboard the Vietnamese freight and fishing boats being assigned control responsibilities based on work requirements and wearing clear signs.
- e. The specialized control forces of the DRV's customs, public health and quarantine sectors having the task of controlling different aspects of the work in their sectors.

Every Vietnamese force in charge of control on the sea operates within its authority and specialization and at the same time coordinates its activities with other control forces to carry out the necessary control and inspection measures.

While carrying out their tasks, the boats of the DRV's sea control forces must fly the Vietnamese national flag and the flag bearing the emblem of their specialization. Their crew must wear emblems and insignias as required. Members of the irregular control forces must bear credentials issued by the right authorities and clear signs.

**Article 22 - The Vietnamese sea control forces have the task of:**

- a. Protecting the DRV's sovereignty and rights in its waters and resisting every conspiracy and violation in any form of its waters and continental shelf,**
- b. Observing and controlling foreign boats operating in Vietnam's internal and territorial waters and contiguous zone to see if they comply with this decision and the current laws and regulations about customs, public health, financial matters, exit and entry, emigration, immigration, etc. of the DRV.**
- c. Helping other organs in charge of management on the sea to properly carry out the controlling function assigned by the state.**

**Article 23 - To fulfill the task specified in article 22 of this decision, the Vietnamese sea control forces have the right to:**

- a. Order foreign boats to display the Vietnamese national flag or the flag of their country of registration, to answer the questions necessary to determine their nationality and the reason for and legality of their activities in Vietnam's internal and territorial waters and contiguous zone, or to answer about suspected signs of violation of Vietnamese rights in Vietnam's exclusive economic zone and continental shelf.**
- b. Order foreign boats to stop for verification and inspection when there are suspected signs of violation of Vietnam's sovereignty and rights in its waters.**

**If necessary, they can give warning or order these foreign boats to change direction or to leave Vietnamese waters.**

- c. Make a report, seize and arrest the boats and people having made an offense, collect evidences of violations and escort these boats to a harbor or dock in order to turn them over to the organ that has the authority to handle the situation.**
- d. When necessary, take military measures against the boats that have made an offense but refuse to obey orders, or intend to resist orders by force; and the right to chase after the fleeing boats.**

**Article 24 - Foreign boats having violated the regulations contained in this decision or the regulations that have been issued for compliance with this decision will be punished by Vietnamese authoritative organs in the following forms:**

- a. Warning.**
- b. Revocation of permit, expulsion of boats and crew from Vietnam's waters and territory.**

c. Fines of up to 10,000 dong (converted to a common foreign currency at the current rate of exchange).

If the violations are committed again or cause considerable damages or other serious consequences, the offenders will be prosecuted and tried in accordance with the DRV's existing law.

Article 25 - Violations by foreign boats in Vietnamese waters will be handled by people's committees of provincial level and subordinate municipalities [i.e., subordinate to the central level] of the DRV.

This authority includes temporary seizure of boats and evidences and arrest of offenders for investigation and handling in the manner mentioned in article 24, or preparation of a dossier for prosecution in a law court, depending on the extent of the offenses.

Article 26 - The Ministers of Communications and Transportation, National Defense, Interior, Foreign Trade and Foreign Affairs, in coordination with the ministries concerned and chairmen of the people's committees of provinces and subordinate municipalities, are responsible for implementing this decision.

Decision No 31-CP of the Council of Ministers of 29 January 1980 Regulating the Fishing Activities of Foreign Fishing Boats in the Waters of the DRV

#### THE COUNCIL OF MINISTERS

In compliance with the Law on organization of the Council of Ministers passed by the National Assembly on 14 July 1960;

In compliance with the Declaration of 12 May 1977 of the DRV Government about Vietnam's waters and continental shelf;

In compliance with Decision No 30-CP of 29 January 1980 of the DRV Council of Ministers on the statute for foreign boats operating in the waters of the DRV,

#### DECISIONS

Article 1 - The DRV exercises total sovereignty over the exploration, exploitation, protection and management of all of the natural resources, animals and inanimate things in its waters, as specified in the Declaration of 12 May 1977 of the DRV Government.

Article 2 - On the basis of the policy of international cooperation in the field of fishery, for the purpose of protecting and rationally exploiting its sea products, the DRV Government can grant permission to foreign fishing boats to catch specific sea products in specific areas in its waters, on the basis of conventions or agreements between Vietnam and the parties concerned.

Article 3 - Foreign fishing boats, when operating in Vietnam's waters, must have fishing permits issued by the DRV Ministry of Marine Products (MMP) in accordance with applications for permits of the authoritative organs of the foreign countries having fishery conventions or other agreements with the DRV. Applications for fishing permits must be made on standard forms issued by the Vietnamese MMP.

Article 4 - Fishing permits are valid for a year from the date of issuance. In the case of new permits being not yet issued, the old permits can be renewed by written recommendation of the organs that have applied for permits, as mentioned in article 3 of this decision; each renewal cannot exceed 6 months.

Article 5 - Each time they receive fishing permits, foreign fishing boats must pay fees according to regulations jointly issued by the MMP and Ministry of Finance of the DRV.

Article 6 - Foreign fishing boats having permits to operate in Vietnamese waters must notify the MMP about the exact place of departure and the direction of their travel at least 1 week before arriving at a harbor or fishing ground.

Article 7 - Foreign fishing boats permitted to enter and operate in Vietnamese waters must seriously comply with the DRV's current laws and regulations about operations of foreign boats and protection of the environment and Vietnam's marine resources.

Article 8 - Foreign fishing boats permitted to enter and operate in Vietnamese waters must:

- a. Seriously comply with the regulations contained in the fishing conventions that have been signed and in the fishing permits.
- b. Everyday inform the MMP of the state of their activities and report on the completion of each trip by using the forms specified by the MMP.
- c. Have no survey, investigation and research activities beyond the fishing activities specified in the fishery conventions.
- d. Avoid catching the kinds of special products prohibited by the MMP. If during the fishing the prohibited special products are caught along with other fish in quantities exceeding the ones specified by the MMP, foreign fishing boats must surrender them to the Vietnamese side in the manner specified by the Vietnamese MMP.

Article 9 - Foreign fishing boats must submit themselves to control by the Vietnamese authorities and create favorable conditions for the latter to fulfill this controlling task.



Article 10 - Foreign fishing boats must pay appropriate compensation to state organs, organisations or citizens of the DRV when they cause immediate and long-term damages to resources or destruction to properties of the state, organisations or citizens of the DRV.

Article 11 - Foreign fishing boats that violate the articles of this decision, the articles of fishery conventions and the regulations contained in fishing permits will receive appropriate punishments, depending on the extent of such violations.

The extent of punishment can be in one of these two forms:

- Warning.

- Fines up to 10,000 dong (converted to a common foreign currency at the current rate of exchange).

In the case of the above-mentioned violations causing considerable damages or other serious consequences, or in the case of deliberate commission of the same offense, the offenders will be prosecuted in a Vietnamese court of law in accordance with the DRV's existing law.

Article 12 - In the case the crew of foreign fishing boats violate other existing laws of the DRV, they will be dealt with on the basis of the law applicable to each specific area of such violations.

Article 13 - The Ministers of Marine Products, Communications and Transportation, Finance, Foreign Affairs, Foreign Trade, National Defense and Interior and chairmen of the people's committees of the coastal provinces and municipalities are responsible for implementing this decision.

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## INTERNATIONAL AFFAIRS

### INTERNATIONAL SHIPPING DISCUSSED AT MOSCOW CONFERENCE

LD291137 Moscow IZVESTIYA in Russian 17 Apr 80 Morning Edition p 4

[Text] A conference of maritime transport ministry and department chiefs from Bulgaria, Hungary, the GDR, Poland, Romania, the USSR and Czechoslovakia was held in Moscow on 15-16 April. Representatives from Vietnam and Cuba attended as observers.

The conference participants noted with satisfaction the successful expansion of mutually advantageous cooperation on the basis of socialist cooperation and mutual assistance, including cooperation in maritime transport. They noted an improvement in the use of national merchant fleets and ports and the further development of cooperation in the cargo sphere.

The desire was expressed to continue efforts to encourage participation by their national shipping lines in transporting goods by sea between the CEMA member countries and also with third countries, bearing in mind that such cooperation will not be accompanied by administrative restrictions on other foreign flags.

While discussing problems of contemporary world shipping the conference participants noted that economic depression and currency instability in the developed capitalist countries are having a disorganizing influence on international relations in world shipping, increasing maritime transport costs, including expenditures in port, aggravating competition and giving rise to protectionist tendencies. It was stressed that the desire of Western countries' ship owners to secure the key positions in world maritime transport leads only to the creation of exclusive groupings, to the detriment of the other participants in the transport process and at the cost of further aggravating conflicts in world shipping.

At the same time it was noted that, in implementing structural changes in world shipping, international intergovernmental organizations, primarily the UNCTAD shipping committee, have a proper role to play. In particular, cooperation between the socialist and developing countries in this committee could accelerate a suspension and subsequently stage-by-stage abolition of the practice of open registration of ships, in the interests of developing countries' national shipping and their justified wish for a just share in transporting goods for their own foreign trade.

While advocating the establishment of a new order in international economic relations, as defined by the Sixth UN General Assembly special session decisions, the conference participants stressed the future changes in maritime relations must be built on equal

rights for existing socioeconomic systems and must exclude any discrimination based on geographical location level of economic development or differences in forms of ownership.

Following the spirit of the Final Act of the Conference on Security and Cooperation in Europe, the conference participants stated that the socialist countries' shipping lines are ready to continue developing cooperation with all participants in international shipping on the basis of equal rights and mutual advantage, respect for sovereignty and national interests.

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## BRIEFS

**FREEDOM OF SEA ADVOCATED**--In an interview with Professor Janusz Symonides, chief of the Polish delegation to the Law of the Sea Conference; he was asked: Sir, you have already previously stressed the Polish viewpoint on matters which are being resolved at the Law of the Sea Conference. It seems that Poland, which belongs to the group of medium-size countries having an unfavorable geographical position, is surely losing considerably, because of the development of the situation in recent years, for example, the establishment of the 200-mile economic zones, in which there is not complete freedom in fishing. He answered: Unfortunately this is so. The open-sea areas, in which it was possible to fish freely, have been reduced. In the current economic zones, we must pay certain costs. Therefore, we are strongly emphasizing at the conference that it is very important to provide the countries having an unfavorable geographical position with extensive access to the live resources of the sea. The Baltic is a semi-enclosed sea having limited resources. Poland does have a complete economic zone; therefore (with a relatively large fleet), we must fish in other sea areas. Consequently, we are struggling for the principle of freedom of the seas. Our national interest is consistent with the progressive trend. We are struggling for a principle which is needed by the entire international community. [Excerpt] [Warsaw ZYCIE WARSZAWY in Polish 23 Apr 80 p 5]

CSO: 5200

CHILEAN ADMIRAL ACCUSES ARGENTINA OF TERRITORIAL VIOLATIONS

PY302229 Paris AFP in Spanish 0353 GMT 30 Apr 80

[Text] Santiago, Chile, 29 Apr (AFP)--Adm Jose Toribio Merino, commander in chief of the Chilean Navy, accused Argentina today of "systematically violating the sovereignty of Chilean territory."

During an interview with the progovernment QUE PASA? magazine, which will appear tomorrow, Admiral Merino indicated that Argentine airplanes, ships and transports are constantly penetrating Chilean territory.

He said: "And they were doing this today, yesterday, the day before yesterday and the day after and the day before...continuously."

Asked if there is a detente between Chile and Argentina, Admiral Merino said: "I do not know what to call it, but the only thing I can tell you is that Argentines continue to systematically violate our sovereignty."

Admiral Merino, who is also a member of the Chilean military junta, added, "But we do not have any Argentine sovereignty to violate. We go through our own territory. We do not need to violate any sovereignty. We have a lot of sea, more than enough."

He added that members of the Chilean Navy are the only people who run into Argentines daily, "because the rest of the Chileans--wherever they are or whatever activity they pursue--do not see Argentines."

He said that the Argentine port of Ushuaia, located across Puerto Williams, 2,800 km south of here, is the area where members of the navies of the two countries constantly see each other.

Admiral Merino then said that "as is well known, all the islands and territories south of the Beagle Channel--in accordance with the 1881 treaty and the 1893 protocol--are Chilean." He added: "And according to the 1977 arbitration award by the queen of England, the Lennox, Picton and Nueva islands are Chilean." He said: "Therefore, the sea which is enclosed within the direct line from the Chacao Channel to the

mouth of the Beagle Channel is an enclosed Chilean sea." He added: "No one can penetrate here without a Chilean permit, except the Magellian Strait, where international navigation is allowed but with Chilean pilots in some types of ships. Therefore, anyone who enters this sea without a permit is violating Chilean sovereignty."

Asked about Argentine press reports of a possible partition of Nueva Island, Admiral Marino said: "I believe these are rumors and also a lot of reporters' inventions...because the partition of Nueva Island would be an incredible atrocity."

Chile and Argentina have a century-old border conflict at the Beagle Channel, and its solution has been referred to a mediation by Pope John Paul II. It was announced here that the conversations between the delegates of the two countries and the pope's delegate, Cardinal Antonio Samore, will resume on Monday, 5 May, in Rome.

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INTER-AMERICAN AFFAIRS

CHILEAN ANTARCTIC OVERFLIGHTS SET TO REASSERT SOVEREIGNTY

PY301657 Paris AFP in Spanish 2100 GMT 29 Apr 80

[Text] Santiago, Chile, 29 Apr (AFP)--It was reported here today that the Chilean Air Force (FACH) has permanently stationed two twin Otter planes on King George Island to carry out flights over the Antarctic to reassert Chilean sovereignty in that region.

Chile claims Antarctic territory between parallels 53 and 90, west of Greenwich. Argentina and the UK also claim territory in that region.

The FACH has indicated that the planes will operate from Teniente Marshal Airfield, which was recently built close to the President Frei Meteorology Station on King George Island. The FACH communique has stated that the planes will give support to the O'Higgins Army Base and "carry out flights over the Antarctic to reassert Chilean sovereignty in that region."

During the last four decades, Chile has built four large military bases and other smaller ones in the Antarctic, but the Teniente Marshal Airfield was commissioned only this year. The air service links the Antarctic and the city of Punta Arenas, the southernmost city in South America. Before the building of the airfield, replacements and supplies were sent to the Chilean bases by sea.

CSO: 5200



FISHERY PRODUCTION PROBLEMS, REMEDIES DISCUSSED

Algiers REVOLUTION AFRICAINE in French 29 Feb-6 Mar 80 pp 30-31

[Interview with Ait Younes Abdelhamid, secretary general of the State Fisheries Office, by H.G.: "Increasing Supply by Increasing Production," place and date not published]

[Excerpt] [Question] Mr Secretary General, despite its obvious potential, the fishery sector is not managing to fulfill its mission as a supplier of food. What are the reasons for that?

[Answer] It is true that the Algerian fishing industry has never been, and still is not, in a position to produce the quantity of fish that it could get from the Mediterranean, estimated to be around 70,000 tons a year.

Present production, on the order of 34,000 tons, corresponds to 50 percent of our resource potential. Though in the past the low level of production had no particular effect on the fishery products market on account of the latter's limited size, changes in income, population growth, and urbanization have brought about much greater increase in demand than in production.

The reasons for the gap between production and need, despite the very low level of consumption, two kilograms a year per inhabitant, are multiple:

--the recognized inadequacy of shore infrastructures: port, equipment maintenance;

--the size of the fishing fleet, its uneven distribution along the coast: the East of the country is particularly underequipped; it is too old, and poor upkeep causes frequent prolonged stoppages;

--the absence of a regular supply system for fishing equipment and spare parts;

--the still traditional nature of the techniques in use, which are old-fashioned and outdated.



[Question] Among other problems, your sector seems to be running into organization trouble. Everybody knows, indeed, that fishery is still governed by regulations and systems that are to say the least outdated. What measures does the State Fisheries Office intend to take in this connection?

[Answer] Three facets of the problem are touched on by this question: administrative, regulatory, and professional.

In administration, the reorganization of the State Fisheries Office, almost completed at the central level, is to be continued this year at the local level, by the establishment, as planned, of fisheries sub-offices throughout the country's seaboard governorates, and in the context of decentralization, they will have the task of initiating and supervising the sector's development in the ports in the governorates involved. The reorganization and strengthening of the functions of the existing maritime workers supervisors will give the sub-offices the tools for intervention in and supervision of fishing activities.

In the area of regulation, a big effort has to be made to modify old regulations and promulgate new ones, with the objective of simultaneously clarifying functions by regulations for the various persons involved: fishermen, ship-owners, and agents, and classifying techniques, times, and devices for the various types of fishing, to avoid any harmful overfishing.

On the professional level, in the endeavor to promote the best possible understanding between the administration and the fishermen, we are encouraging all ways of getting in professionals who will respect the country's basic laws and improve the sector's performance. This is the context for implementation of the fishery loans announced in the 19 January 1960 circulars, which involve local authorities and the fishermen themselves with the CPA [Algerian Fisheries Company] and the SEP [Fishery Resources Exploitation Company] in commune and governorate committees.

It is undoubtedly this organizational progress that will make it possible to create the climate of cooperation and mutual trust indispensable for relaunching the sector.

[Question] With respect to marketing, the market is in the hands of middlemen who make it or break it according to their own interests. This situation has made fish, so indispensable a product in dietary balance, become scarce and expensive. What measures do you expect to take in this area?

[Answer] In marketing and distribution, as with other products, the existence of practices that are, to say the least, harmful to the economy as a whole, is a result of weaknesses in production. It is therefore at this level first of all that efforts should be concentrated, without, however, neglecting the organization of the fishery products market. Action will therefore have to be taken at three complementary levels: improvement of availability through increased production, reorganization of the market through stricter regulation and control in relationship with the APCs [People's Communal Assemblies]

involved, establishment of a distribution system in keeping with supply and demand. So this is a job that will require more time and a lot of effort, and will only have any real effect to the extent that the quantities offered for sale improve significantly. Experience teaches that however right the measures taken may be they prove ineffective when supply falls too far short of market needs.

[Question] Mr Secretary General, it appears that the Algerian fishing fleet is underdeveloped in terms of the potential offered by our shores. Some experiments have been tried in this context, without producing any great results. Now, you are aware that fishery development depends on acquisition and the strengthening of the fleet. What are the State Office's plans for the next 6-year period?

[Answer] As you saw from my reply to the first question, we are at present only fishing 30 percent of our resources. The ensemble of the proposals made in the 5-year plan consists of gradually setting up a coherent system that will enable us to exploit our overall potential rationally first of all, and taking into account the foreseeable development of demand, to organize from this plan fishery outside the Mediterranean and the development of agriculture.

So far as the Mediterranean fleet is concerned, considerable development is planned between now and 1984, to make it capable of producing the 70,000 or so tons expected; overall, it will be necessary to double the number of "small craft" (about 11 meters long) and acquire over 200 trawlers and sardine boats. This very great endeavor will of course need to be accompanied by large-scale action in port infrastructures, maintenance, supply, and distribution. The deployment of the strengthened fleet will take into account the location of resources, and some priority will be given the East of the country where underexploitation is greatest. The private sector, which is called upon to play an important part, since expectations are that it will double its present efforts, will need to strengthen and diversify its means of production in consequence.

Acquisitions will have to be made with strict respect for basic regulations, so that on the one hand those who take on the risks of this difficult profession control the income from it, and that on the other the accession of professional fishermen to ownership of the means of production is encouraged and protected.

As for the public sector, through ENAPECHES [National Fisheries Enterprise] it will attain at least 20 to 25 percent of the total production, broaden its geographic base, and, in particular, serve as a demonstration sector for the use and diffusion of the most appropriate techniques.

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REPORTAGE ON OCEANEXPO/OCEANTROPIQUES 80 MEETING IN BORDEAUX

Developing Countries Expound Views

Paris DIDAINE L'AFRIQUE in French 24 Mar 80 pp 52-53

[Article: "Who Has Rights Over the Sea?"; interviews with Lamine Fadika, Mohamed Diawara, and Ansa Elin; words enclosed in slantlines printed in italics]

[Text] The "Rights to the Sea" file is not closed (see DIDAINE L'AFRIQUE No 47). And if, up to now, the developing countries have often played the role of "technology consumers" in the area of exploitation of marine riches, times have changed. At the last Oceanexpo/Oceantropiques 80 forum, held in Bordeaux from 4 to 8 March, the PED (developing countries) expounded their views with vigor and clarity and proposed solutions. A bridge has been thrown across the oceans. Three African personalities express their hopes here. Their concerns as well. The tempest, it is said, often rises from the sea. So. . .

From 4 to 8 March, more than 150 booths of countries and industrial companies displayed highly sophisticated material in Bordeaux's immense Palais des Congres. This was Oceanexpo/Oceantropiques 1980. Some hundreds of meters from there, in the vast ultramodern halls of the large auditorium, ten conferences got under way: five on technical problems (pollution, dredging, harbor facilities, watch over the economic zone (territorial limits), and French naval shipyards) and five on the Third World and the sea, with 4 March being the day of the ACP states (African, Caribbean and Pacific countries associated with the EEC), 5 March being the Arab's day, 6 March the day of Latin America, 7 March Southeast Asia's day, and 8 March the Club of Dakar's day.

The triennial international exhibition and conferences on working the oceans and problems of the sea, Oceanexpo, has been held in Bordeaux since 1971. Until this year, although they participated in Oceanexpo 1977, the developing countries (PED) were there primarily as "technology consumers." With

the creation of Oceanotropiques 1980, first world exposition and conferences of the PED particularly concerned with the seas, rivers, lakes and lagoons, a bridge was built between the North and the South in the realm of the Sea.

From 4 to 8 March, 22 PED participated in this great event alongside 15 industrialized countries. The magnitude of the event is measured by the size of the PED booths and, even more, by the richness and concern of their representatives' participation in the conferences, this participation being entirely under the heading of solidarity and cooperation.

Oceanexpo/Oceanotropiques 1980 marks a step of the first importance in again taking up and pursuing the North-South dialog. At the outset of the PED, African countries at their head, affirmed their weight, their maturity and their determination. As Salaheddine Asouz, regional maritime adviser for the Francophone African countries, said, "The new economic order will be universal, or it will not be." Those attending the Oceanotropiques 1980 conferences strongly recommend the development of horizontal cooperation as well as the pursuit of vertical cooperation between PED and industrialized countries, respect for the Code of Conduct defined by the maritime conferences, cleaning up of maritime traffic ("We ought," declared Fayer Nadr, president of the port administration of Saudi Arabia, "to act with all urgency against all fraudulent practices"), actual training of sailors instead of the simple purchase of technology, . . .

On the occasion of this great event, we interviewed three personalities: Mohamed Diawara, president of the Club of Dakar; Lamine Fadika, marine minister of the Ivory Coast and spokesman of the "Seventy-Seven"; and Ansa Emin, deputy director of the FAO at Dakar.

#### Fadika Interviewed

Paris **DEMAIN L'AFRIQUE** in French 24 Mar 80 pp 53-54

[Interview with M Lamine Fadika, Ivory Coast marine minister, spokesman of the group of "Seventy-Seven" and chairman of the ACP day: "In Order Not to Disappear From the Seas"]

[Question] Of what advantage is an event like Oceanotropiques for the developing countries? What do they expect from it?

[Answer] As President Houphouët-Boigny said, "The lift of nations, and especially that of the developing countries, is and will be acted out more and more on the sea and in the sea."

The PED are intensely conscious of the sea's importance, its immense resources and its prodigious potential for economic, social and cultural life now and especially in the future—whether dealing with the use of the oceans as the preferred means for international transport of their goods,



or with the place of fishery resources as an essential element of their nutritional balance, or with the strategic place of the energy and mining resources of the ocean floor in the economic life of all nations. Thus aware of the abundance of these realities and of the phenomena linked to them, the developing countries, remembering also that the freedom of the sea has only benefited the nations of the northern part of the planet in past centuries, hope ardently for the founding of a new order concerning the sea which will guarantee a multiform use of the sea for all and for peace—for interdependence and the mutual development of the nations of the North and the South.

They plan to carry on this struggle not only in forums of the United Nations but also in meetings such as Oceanexpo/Oceantropiques, which, thanks to their less impassioned, less "formalized" framework, thanks to their wider range of participants, are certainly of a nature to favor the progress of their liberal and basic ideals for the interdependent and harmonious future of humanity.

[Question] What hopes do the PED stake on working the oceans?

[Answer] They want and hope that the immense potential of the sea will be shared in an equitable way between the North and the South in the cause of peace and of balanced development of the world community. An example: in the area of maritime transport, the participation of the PED, who are the chief exporters of world cargoes (61 percent in 1975), is less than 10 percent of the world tonnage. We want this share to reach the reasonable level of 40 percent, both for general and containerized goods and for the world trade in solid (ores) and liquid (oil) bulk cargoes. I will add that the Third World intends to participate equitably and substantially in all the service infrastructures supporting maritime transport. Concerning the fishery resources and within the framework of their nutritional balance, the young nations aspire to effective protection of their economic zone and to adequate preservation of the resources of these zones with a view to efficient exploitation, to be achieved in the main by their own ships, not only to benefit their own peoples but also to supply the markets of their industrialized partners with animal proteins. This would put an end to pillaging of these resources, which has the two major drawbacks of increasing the gap between North and South and of ravaging the Third World's fishing zones to the detriment of the international community.

Finally, in the matter of mineral and energy resources, the Third World's basic concern is to promote a utilization of marine resources which contributes first of all to a worldwide rebalancing of their economies. Moreover, the young nations consider it fundamental for the international community to envisage the ocean's mineral resources as complementary to those produced from the land. It would be disastrous for their future if the anarchical commercialization of these resources, paralyzing their extractive industries, seriously jeopardized their chances of development.

The Third World is convinced that all its aspirations can and must be realized not only in its own interest, but in strict respect for the legitimate interests of its partners of the North, notably by means of cooperation and interdependence.

[Question] Are there differences among the "Seventy-Seven" on the approach to problems of the sea?

[Answer] In the approach to maritime problems, one of the most remarkable phenomena of the intra-PED cooperation is the unity and convergence of views on basic problems such as those I have just set forth. It is, however, true that in the area of maritime transport, for example, the countries which are very sensitive to the problems of free registration do not share the views of the majority of the "Seventy-Seven" on every point. That did not prevent the "Seventy-Seven" from presenting a united front at Manila and Geneva, in all the forums relating to maritime transport. As to the economic zone, another aspect of the multiform use of the oceans, although some subregions, acting like the African group, have admitted the principle of the participation of landlocked countries in working the living resources of the economic zone, the majority of the landlocked countries in working the living resources of the economic zone, the majority of the landlocked countries want to participate also in working the mineral and energy resources. This difference is neither deep nor insurmountable. In any case this means that the high seas and their mineral and oil resources should be effectively worked as "the common patrimony of mankind." We insist on that.

[Question] Among all these problems of the sea, which do you think should take priority for the PED?

[Answer] I should like to make it clear that the PED intend to conduct an overall policy in approaching problems of the sea, touching thus on all its aspects in their entirety. But priority, if such there be, will depend on the regional or subregional context concerned. In one case, those responsible will want to begin with maritime transport if the extent of the exchanges by sea and of the imbalances affecting maritime transport is excessive for regional or subregional economies. In another case, the nutritional deficiencies are such that only a bold policy of working the fishery resources can fill in for agricultural deficiencies. Or, a situation might arise where the losses in foreign exchange due to oil purchases attain a level such that developing the real recognized potentials of the economic zone requires a working of oil under the sea as a first priority. The choice of these priorities should not make us lose sight of the two basic preoccupations which, in my view, are the true priorities of the PED:

1. The conception and carrying out of overall and coherent maritime strategies instituted at a high level in the national and subregional strategy for development. This is an important and little-come-to-grips-with subject--



correct fitting of maritime strategies into the development strategies. Fortunately, the EEC is working on this from its end and envisages supplying its aid and its contribution to this essential action of the PED.

2. And here, in my view, is/the priority of priorities/ the training of men, in /all/ branches of maritime activity and at /all/ levels, from the lowest to the highest. Moreover, this policy of training needs to be completed by a systematic policy of permanent rotation and continued improvement of the personnel and staffs working in /all/ divisions and at /all/ levels of maritime activity.

An example: The Code of Conduct should in principle permit the fleets of our countries to participate in our international transportation following regular lines on the basis of the formula 40/40/20. This gives us the right in principle to 40 percent of the traffic. If our fleets do not have competent personnel, on land and on board, we will call in foreign personnel who cost three or four times as much as ours in salaries and social charges. But, at present, in the navigation companies' operation, the differential cost factor from one ship to another is that of personnel. Thus, our boats operating side by side with foreign ships and on our lines at a higher net cost risk either running in the red or inducing all ship-owners together to charge very high freight rates. In one case, they are threatened by disappearance, in the other it is the overall national economy that is penalized. These are all very harmful effects. This is why the training of men assumes for me a strategic importance. This is /the priority of priorities/ without which we shall risk disappearing definitively from the seas.

#### Diawara Interviewed

Paris DEMAIN L'AFRIQUE in French 24 Mar 80 pp 55-56

[Interview with M Mohamed T. Diawara, president of the Club of Dakar: "To Avert the Menace of the Stronger"]

[Question] What place and what importance do you assign to problems of the sea in an overall development strategy for the most deprived countries, in particular the African countries?

[Answer] A not unimportant place. The future of humanity, it has been said, is in the sea. The ocean appears more and more to be a considerable source of riches for humanity. And it can be said that the race to the sea has begun. This is an opportunity for the PED to enter into a new area where the technological advance of the industrial countries is not yet decisive.

But it is the theme of the sea, "mankind's common patrimony," that I consider to be good. The division of the sea into frontiers has always been a source of conflict. Dividing up the sea would be a serious error. In

this almost virgin area, we have a good opportunity to see the solidarity between the haves and the have-nots expressed. A good opportunity to create this "world solidarity tax" which some generous voices call for. For the countries without seacoasts must also have their share. The sea should benefit everyone. In any case I will say that the present course of events gives an importance and a position of first rank to problems of the sea.

[Question] Has Oceanexpo/Oceantropiques clarified the North-South dialogue?

[Answer] There has been no true dialogue. Oceanexpo was an exhibition of their technology by the industrialized countries, while Oceantropiques was an examination of problems of exploiting the seas. However, this event brought realization of the importance of these problems and of the fact that the sea, which is a source of conflicts, can become a source of cooperation. And this includes those who have no access to the sea.

[Question] The Club of Dakar's day, 8 March, ought to be a day of reflection, dialogue and synthesis. What general impressions have you gained from these 5 days?

[Answer] First, an impression of relief because of the PED becoming conscious of their role. Moreover, I realized the necessity of spreading more information to the directors, the responsible authorities, and above all, public opinion, on the sea's importance for humanity's future. The participants will henceforth be conscious of the need to establish the bases of an agreement rapidly with a view to international cooperation.

[Question] Horizontal or vertical cooperation?

[Answer] North-South cooperation and South-South cooperation. It is necessary to avoid having the sea become a source of conflict because of its riches, as is the case for oil.

[Question] Do you believe an equitable distribution of the riches of the marine depths is possible?

[Answer] It should be possible. It is even perfectly possible. It is enough that a political will exists.

[Question] How will the PED, short of technology and poor in currency, be able to work their economic zones rationally and profitably?

[Answer] They will not be able to except through an agreement. Moreover, I am basically against the notion of economic zones. Why 200 miles? This limit is absurd. It was Chile which first--followed by Ecuador and Peru--fixed it, as you know, for a precise reason: the upward motions of the

Humboldt current, which determine a zone very rich in fish, stop at 199 kilometers [as printed] from the Chilean coasts. But what does that mean for Bolivia? This notion of an economic zone, totally arbitrary, should be rethought. If one wants an equitable exploitation benefiting all of humanity. While France, by virtue of the principle of an exclusive economic zone, claims a 400-mile-diameter circle in the Pacific around Clipperton Island, Chad, Burundi, Mali, Niger, Uganda, . . . have no right to anything! It is inadmissible that a country can claim vast expanses in the name of an economic zone. Indeed, neither should one country--the USSR or Japan, for example--be allowed to rob the coasts of other countries. . . . As to exploitation of the sea by the PED, it is conditioned on an agreement with the countries endowed with technology.

[Question] Is there not a danger of seeing an agreement of dupes be established?

[Answer] There must be, among the richest and most powerful countries, a political will toward agreement. But the menace of an almost exclusive exploitation by the industrialized countries exists. Thus, in the United States, several weeks ago, the Senate voted the right for American companies to exploit the polymetallic nodules without further delay. The approval of the House of Representatives is necessary for this permission to come in force. But the machine is in full swing. The maneuver is clear. In case of failure to arrive at an international agreement on the question, the United States will consider itself free from any engagement. This is plain. Blocking any possibility of agreement is all that is needed for this situation to be reached.

But the United States cooperates well with its worst enemies, the Soviets, in the realm of space. Why should it not collaborate with us in the maritime area?

#### Emm Interviewed

Paris DEMAIN L'AFRIQUE in French 24 Mar 80 p 36

[Interview with Ansa Emm, deputy director of the FAO in Dakar, specialist in fishing problems and coordinator of the entire program for West Africa: "For the Africans To Take Action"]

[Question] What do the fishery riches of the west coast of Africa represent for the populations of the region?

[Answer] The West African coasts are among the world's richest in fish, especially their northern part, from the north of Sierra Leone to Morocco. The total catches made between the Straits of Gibraltar and the mouth of the Zaire River have grown since the end of the 1950's to culminate in a 1977 catch of 3.7 million tons, representing a value on land of a billion

dollars. There is thus a considerable economic and nutritional potential. With a view to exploitation for maximum benefit to the coastal populations, the FAO created a Committee of Fishing of the Central-Eastern Atlantic (Copace).

[Question] How is fishing practiced in this region?

[Answer] We can distinguish three sectors:

- 1) Artisanal fishing using pirogues.
- 2) Local fishing, semi-industrial and industrial, using small and medium-sized boats, sardine boats and tuna boats.
- 3) Deep sea fishing, carried on by a number of European countries, by the Japanese and Koreans, among others.

In the last sector, five categories of boats can be distinguished, according to the fish they catch:

- fish of the ocean depths--sole, sparids, cephalopods, . . . ;
- or pelagic (surface) fish--sardines, mackerel, sardinelles, chinchards...;
- deep-sea fishing is also practiced by large boats coming from African countries (Ghana, Ivory Coast, Senegal);
- by factory boats, foreign to the region, which transform their flotilla's catches of pelagic fish into fish flour;
- finally, French, Japanese, Korean, Panamanian, etc., tuna boats, operating off the African coasts.

[Question] And, of all this, what part returns to the coastal countries?

[Answer] The share of the coastal countries, which was 38 percent in 1972, went to 44 percent in 1978. It has thus increased, but it is very evident that the foreign fleets are always there.

[Question] In short, the African coasts are pillaged. . .

[Answer] The term pillage is perhaps a little strong. But, if you do speak of pillage, you should understand that the USSR is the greatest pillager of the zone. It takes represented 27 percent of the total in 1972 and 35 percent in 1978.

[Question] How can this unacceptable situation be remedied?

[Answer] The new regime of the sea places the marine waters under the jurisdiction of coastal countries up to 200 sea miles. But here, off West

Africa, the fishery resources are fully exploited. It is up to the coastal countries themselves to assume management and working of this fishery capital. We should have the possibility of assuring rational working of these resources to benefit all the African countries. The coastal countries must be given the means of controlling, evaluating and analyzing these resources. And of doing it in common, or rather by regroupings of countries. We must reach a common policy for managing fish resources at the regional and subregional levels. At the FAO we help various countries to obtain all the necessary elements for solving this problem. Cooperation among the various states must increase.

[Question] And where are we now?

[Answer] We are only beginning to talk about it. Senegal, Mauritania, and Guinea-Bissau have engaged in joint discussions on these problems. Otherwise, we have had in progress, since the beginning of this year, an original program of fishing and management sponsored by the FAO and the UN Development Program. We are dealing with the second phase--the first, that of formal consideration, having been achieved. As for me, I eagerly wish collaboration to develop among the various countries of the area with which we are concerned. Moreover, I have good hopes that my wishes will be realized. Last year a meeting to discuss these problems was held in Dakar among all the countries whose coasts extend from Sierra Leone to Morocco. The coastal countries of West Africa now have the authority to act; they must also have the capacity.

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## BRIEFS

ANTIPOACHING PATROL BOAT--Windhoek--SWA/Namibian authorities have hired a trawler to patrol the territory's fishing grounds in an effort to counter foreign poaching, which was rife last season. The vessel, taken into service just before the fishing season started this month, has up to now been kept secret as a "surprise factor," according to the Director of Economic Affairs in SWA/Namibian patrol ves-Kruger. "The trawler and the customs are now able to maintain a reasonable coverage of our fishing grounds," Mr Kruger said. The additional patrol trawler, leased from a Cape Town firm, is being used while authorities look for a permanent SWA/Namibian patrol vessel. So far this season there have been no reports of foreign vessels poaching in the 19 km limit, which is due to be extended to 320 km once legislation to this effect is proclaimed. Mr Kruger said SWA/Namibian fishermen had so far caught a "reasonably good" 36,000 tons of fish, mostly maasbankers. [Text] [Johannesburg THE STAR in English 30 Apr 80 p 13]

CSO: 5200



# ICELAND MAKES FISHING CONCESSIONS TO NORWAY

LD280715 Oslo AFTENPOSTEN in Norwegian 16 Apr 80 p 12

[Morten Fynn report: "Iceland in Difficulties; Accepts 200-Mile Zone Around Jan Mayen"]

[Text] Reykjavik, 15 April--In the tough negotiations with Norway on Jan Mayen, Iceland has had to give up a number of its earlier wide-ranging demands, and it seems clear this Tuesday evening that Iceland has accepted a Norwegian zone of 200 nautical miles around Jan Mayen. The zone will probably be set up in the near future, but not before attempts have been made to reach agreement on the approaching summer capelin fishing. Another negotiating meeting will therefore be held on 7 May, probably in Oslo.

Foreign Minister Knut Frydenlund does not hide the fact that the knowledge of Denmark's intention to set up a 200-mile zone off eastern Greenland in the next few weeks had an effect on the negotiations with Iceland. The Icelandic side said openly that Iceland found itself in difficulties and that it would be worse for Iceland to have to negotiate with the MEC on fishing quotas in the Greenland zone than to negotiate with Norway on Jan Mayen.

Before the negotiations began on Monday, prominent Icelandic Government members put forward three demands which were said to be inalterable: Iceland's own 200-mile zone would not be encroached on by that of Jan Mayen; Iceland alone should decide the total capelin quotas both inside and outside the Icelandic zone; and finally, Iceland should have at least one-half of the capelin caught in the Jan Mayen zone.

Iceland seems to have been successful only with the first of these demands, and then only as a medium-term solution. Norway has not finally accepted that the disputed 25,000 square km between the two zones shall be Icelandic waters, and reserves the right to make the question of a demarcation line the subject of negotiations at a later date.

As far as the second demand is concerned, it is just this question that the concluding talks on Tuesday evening dealt with. Norway has insisted that this must be decided jointly by the two nations' marine researchers. Official Norwegian sources expect a satisfactory formulation of the point to be found on 7 May, during the next round of talks. Presumably a joint fisheries commission will be given the task of putting forward recommendations on total quotas.

Norway attempted to arrange a solution to the problem of the approaching summer fishing during the Reykjavik negotiations on last year's pattern, under which both countries had a numerically equal quota for capelin fishing off Jan Mayen.

It is unlikely that fishermen from other countries will fish for capelin within the future Greenland zone this year because of their lack of capacity. But, capelin talks will probably have to take place next year between Iceland, Norway and the EEC. The Norwegian delegation in Reykjavik considered it reasonable for Iceland to be allowed to have the same quota in the Jan Mayen zone this year as Norwegian fishermen. But on Tuesday this question was the subject of a strenuous tug of war. If Iceland is not granted an equal quota of Jan Mayen capelin with Norway, there is a danger that this will create a precedent for other types of fish in the area. There is good reason to believe that the next round of talks will be very difficult on this point.

Before the talks began Iceland had also put forward demands for substantial rights on the continental shelf around Jan Mayen. Norway has always insisted that agreement cannot be reached now since there is no mandate for this from the government or the Storting Foreign Affairs Committee.

Nevertheless, Iceland has attempted to include binding guarantees on this question in the eventual joint agreement on Jan Mayen, so far without success. It is expected that Norway and Iceland will be able to agree on a clause providing for negotiations on the continental shelf at a later date.

Iceland's Foreign Minister Olafur Johannesson told AFTENPOSTEN on Tuesday that it will probably be many years before exploitation of the possible resources on the continental shelf becomes an issue. In the meantime researchers from both Norway and Iceland will examine the shelf in greater detail. The nearest that Norway comes to making a concession is that Iceland has been told that there can be talks on the matter.

During the negotiations, the Icelandic delegation has put up a good fight, and there will probably be a violent political debate before the next meeting on 7 May. It is not impossible that Iceland will go back on several of the concessions made during the present round of talks. Several sources in Reykjavik are saying that the Icelandic delegation has gone too far in the talks with Norway. The fact is, however, that the expected presence of the EEC in the Greenland zone has totally changed the situation.

CSO: 5200

BRIEFS

GREECE CLAIMS TURKISH SEA VIOLATION--Yesterday a Greek Coast Guard station opened fire with small weapons at two Turkish gunboats which were sailing through the narrow strait between Samos and the Turkish coast. It is pointed out that the distance between the Greek and Turkish coasts at that point is not more than 3 miles. The Turkish gunboats did not reply to the Greek gunfire but continued on their way and departed. It is believed that the Greek side will protest through diplomatic channels to the Turkish Government and will claim that the Turkish gunboats violated Greek territorial waters. [Text] [AT261352 Athens AKROPOLIS in Greek 26 Apr 80 p 10] Ankara, 27 Apr (AA)--The Turkish Foreign Ministry Sunday denied that two Turkish gunboats entered Greek territorial waters in the Aegean and that they were fired upon by Greek coastal batteries at the island of Samos. The Foreign Ministry spokesman said no such incident had occurred. [Text] [TA271633 Ankara ANATOLIA in English 1625 GMT 27 Apr 80]

CBO: 5200

COASTAL SPOKESMAN VIEWS FRG INTERESTS IN LOS CONFERENCE

Duesseldorf WIRTSCHAFTSWOCHE in German 18 Apr 80 pp 44-46

[Interview with Dr Juergen Westphal, Schleswig-Holstein's minister of economics and transportation, by Hans-Juergen Simmersbach: "We Need Free Access to the Sea"]

[Text] On 4 April, there ended in New York the ninth round of the Third Conference on the Law of the Sea. On behalf of the four North German coastal states, Dr Juergen Westphal, Schleswig-Holstein's minister of economics and transportation, informed himself about the conference. WIRTSCHAFTSWOCHE correspondent Hans-Juergen Simmersbach talked to the minister about the results.

[Question] Almost unnoticed by the public, the ninth round of the Third LOS Conference came to an end. Did you observe any progress?

[Answer] It is regrettable that this important conference has attracted so little attention on the part of the public. After all, what is being discussed here is the redistribution of two-thirds of the surface of the earth, i.e. ultimately a new world economic system. The New York talks did not produce any changes favorable to our standpoint. Some delegates have been pressing for the termination of the conference, even though the conference documents have not yet been signed. Even if it takes 2 or 3 years, we should try to be patient and formulate reasonable texts so as to eliminate sources of conflict and contribute to a peaceful settlement, for that is what we are ultimately concerned with.

[Question] What are the positions that the Federal Republic had to give up?

[Answer] Since the beginning of the conference, we have had to give up a number of positions important to us. I am thinking here of the 200-mile economic zone, which cannot be considered to be in our interest, but which now appears to be firmly established. We likewise had to give up our hopes for liberal regulations concerning the seabed mining of manganese nodules.

There appears to be a trend toward regulation by a UN seabed agency, which is not in keeping with a free economic system. Thus our maritime exploration has not been safeguarded to the extent originally desired. The third important point: In regard to rights of passage for our ocean-going ships, it is imperative that the right of passage be retained for all straits. States adjoining straits must not be allowed to block passage by virtue of their own environmental protection regulations or other official provisions.

[Question] Do you share the opinion that at the UN Conference the Federal Republic never had a chance?

[Answer] In retrospect, it is difficult to tell. The only criticism I would like to express is that in the beginning the Federal Republic did not take this conference seriously. It was only in the last 2 or 3 years that Bonn took note of the political significance of this conference. Thus there was no longer enough time for obtaining allies supporting our standpoint--a liberal law of the sea.

[Question] From the German point of view, what vital interests should be given priority?

[Answer] For us as a nation active in international trade, free passage for our ocean-going ships. Even though we are not a maritime country, this is one of our vital interests, which we must protect. Secondly, access to the deep-sea mineral resources. After all, it is not only petroleum and a few crucial metals such as iron that we depend on; equally important are special metals which--like the manganese nodules--can be found in the seabed. In this field, our industry has attained a high level of development. Consequently, it is imperative that we have free access to the seabed. Finally, legal regulations concerning the Baltic Sea are of crucial importance.

[Question] Is there any concerted action on the part of the EC countries and what are the chances of success?

[Answer] This is one of the most dismal aspects of this conference. Entering this conference, the European Community did not have a common platform. It was not even possible to obtain a joint negotiating authorization for the EC Commission. Thus the EC states partly collaborated and partly obstructed each other. On account of the growing importance of the maritime resources, I feel that in the long run this will prove a serious mistake. In the policies pursued in regard to fishing rights, it is apparent even now what economic effect the lack of concerted action on the part of the EC will have on the countries concerned.

[Question] So the only thing left are bilateral agreements?

[Answer] I consider bilateral agreements the last resort for obtaining some results in regard to exploitation of the seabed, rights of passage, and fishing. But I want to emphasize once again that we must never give up the attempt to bring about a joint EC settlement.



[Question] One of the points settled is the extension of territorial waters from 3 to 12 nautical miles. Exclusive economic zones of 200 nautical miles have to all intents and purposes been accepted. Do you expect these zones to be extended to 350 miles?

[Answer] The danger of this happening is great. This would mean that practically all of the economically profitable seas will be divided into national zones. This would lead to further conflicts and it would impede access. I feel that at this stage of the conference, it is still possible for the Federal Republic of Germany to find enough allies to prevent general acceptance of the 350-mile zone on the continental shelf.

[Question] The Federal Republic as a state with a short coastline will be among the losers at this conference. Is there any way in spite of this to retain the right of free access to the resources of the sea?

[Answer] This could be done by making as soon as possible pertinent arrangements within the EC and secondly, through bilateral negotiations. Finally, as far as seabed mining is concerned, through so-called interim legislation, which has been prepared by a bill jointly introduced by the Bundestag [Lower House] fractions.

[Question] Since it has no maritime zones of its own, the Federal Republic must sell its advanced technological know-how to other countries. In this respect, what are the chances of German industry?

[Answer] As compared to free seas, the division of the oceans into national zones makes it more difficult to find clients for German industrial know-how. But we must try through bilateral agreements to give the industrial enterprises, the German oceanographers and, to some extent, the German fishing industry access to the zones of other countries.

[Question] For the German deep-sea fishing industry to survive, it is necessary to conclude agreements with other coastal states. What "price" do we have to pay for this?

[Answer] That is difficult to say. The price will be higher, if we fail to reach an agreement within the EC. Once such an agreement is reached, the EC can jointly negotiate with other states.

[Question] Due to the extension of territorial waters, the nations' fleets are bound to travel through foreign zones. Do the newly formulated laws preserve the freedom of the seas?

[Answer] In principle, yes. In this regard, the regulations are better than those in other fields. However, we must insure through unequivocal definitions in the treaty texts that the right of free passage is not restricted again by special regulations. In this respect, it is necessary to regulate another important field--arbitral jurisdiction--so as to insure unequivocal results.



LOS CONFERENCE, CONSEQUENCES FOR FRG ANALYZED

Duesseldorf WIRTSCHAFTSWOCHEN in German 18 Apr 80 pp 36-43

[Article: "A Struggle for the Sea"]

[Text] For 7 years, the nations of the world have been quarreling about the "common heritage of mankind". At the Third Conference on the Law of the Sea, the resources of the sea are to be distributed in an equitable way. Instead, it is national egotism and international intrigues that are making headlines.

It was with a good measure of fatalism and pessimism that the German delegation on 4 April returned from New York upon the conclusion of the ninth round of negotiations. For in this round of the Third LOS Conference as well, the FRG, an industrial and coastal state, had not been able to gain support for any of its positions.

This was due not only to the disadvantageous geographical situation. A crucial factor: Lack of interest on the part of Bonn politicians. Wolfgang von Geldern, the CDU fraction's permanent conference observer, fears that "the Federal Government underestimated for too long the significance of the conference and did not take full advantage of the opportunities that during the negotiations had presented themselves to the Germans."

Dr Renate Platzöder of the Ebenhausen Science and Politics Foundation near Munich voices similar criticism: "At this conference, which is concerned with the redistribution of the major part of the globe, the West German participants were poorly motivated and--aside from their physical presence--did not really enter the picture."

Renate Platzöder points out that although the West German delegation was large--up to 60 delegates--there was continuous turnover of members. According to her investigations, no more than three of the members have been on the delegation for 6 years. Platzöder states that it is for this reason that the delegation lacked the expertise derived from continuous attendance. But it is only on the basis of such expertise that the delegates are taken seriously as negotiators by industrialized and developing countries.

Henry Kissinger, the former U.S. secretary of state, calls the LOS Conference--UN acronym: UNCLOS (United Nations Conference on the Law of the Sea)--"the most important, complex and difficult conference" of all time.

And the chairman of the "North-South Commission", Willy Brandt, hopes to be able by means of the conference to bring about a "necessary adjustment between the rich and poor countries of the world."

However, since the first meeting in 1973, not much has remained of the idea of Arvid Pardo, the UNCLOS initiator from Malta, who suggested to use the deep sea and its raw material deposits as a "common heritage of mankind."

At the first and second conferences in 1958 and 1960, it was intended through the conventions on the high seas, the continental shelf, the coastal seas and the fisheries further to develop and concretize the prevailing international law of the sea.

At the present conference, the discussion focuses on the revision of all rights on, at and in the seas and on the seabed. Thus the conference is actually a world economic conference, at which 70 percent of the surface of the earth are redistributed. In 1981 at the earliest, the UNCLOS participants are expected to conclude a convention to this effect, which is to remain in force for centuries.

The over 5,000 delegates to the "biggest poker game of all time"--as the Bremerhaven SPD deputy Horst Grunenberg, an expert on maritime law, put it--were brought together by "the enticing chance of winning a fabulous prize." In the international squabble about territorial waters, rights of passage through straits, compensation for maritime pollution, national economic zones along the coasts and access to the resources of the deep sea outside of these zones, the rustle of cash drowns out the rush of the waves: At stake are billion dollar deals on which both the industrialized countries and the developing countries want to be cut in.

Bundestag [Lower House] deputy Wolfgang Roth (SPD) considers the race for fish and raw materials a "neocolonialist adventure." Bundestag deputy Karl-Heinz Narjes (CDU) regards it as an "enterprise as bold as the conquest of outer space."

But whereas outer space remains open to all, the LOS Conference abolishes the traditional freedom of the seas: One-fourth of the oceans is divided among the coastal states and exploitation of the remaining waters will be subject to regulations. "Control of the seas is in a state of flux," complains Dr Bernd Krueger, director of the Association of German Shipowners; "freedom becomes the exception."

One issue has been settled already: All of the coastal states extend their territorial waters from 3 to 12 nautical miles (1 nautical mile = 1,852 meters). An adjoining zone up to 24 miles is to be subject to national tax,

customs, health and immigration laws. The hitherto greatest success of the coastal states: In a 200-mile economic zone, they are allowed to fish, drill, prospect and produce energy. Left out are countries such as Iraq or Austria, which have only short coastlines or no coasts at all. In regard to their interests concerning fishing, ocean cables, shipping and air traffic, these states will have to hammer out agreements with the coastal states.

There are tempting riches on the seabed as well: As compared to the terrestrial deposits, the copper supplies are reported to be 15 times as large, while for nickel and manganese the factors are 1,500 and 4,000, respectively. Countries, before whose coasts the continental shelf extends beyond the 200 nautical miles, are therefore demanding "raw materials sovereignty" up to the rim of the deep sea. Canada thus would expand its maritime holdings by 600 nautical miles. Argentina wants to occupy the entire oleiferous Patagonian Shelf. Furthermore, the states with long coastlines claim identical rights in the excess continental shelf up to a range of 350 nautical miles.

In the remaining deep sea, a UN maritime agency ("The Enterprise") is to regulate the mining of the manganese nodules. However, the industrialized countries reject these plans of the developing countries, regarding them as "global raw materials planning" (Narjes). The Federal Government, too, is unwilling "to accept such a concept" (Federal Research Minister Volker Hauff).

Instead, the rich countries advocate a "parallel system": The deep-sea deposits are to be exploited equally by "Enterprise" and private firms. No agreement has been reached on the question as to whether, to whom and by whom concession fees or profit taxes should be paid.

Irrespective of the state of the negotiations, the LOS Conference has for a number of years produced certain material and political results. Juergen Westphal, Schleswig-Holstein's minister of economics and transportation, who represents the four German coastal states at the LOS Conference, stated: "Through unilateral demarcation of economic and fishing zones, the geographically favored coastal states anticipate important conference results." According to Westphal, the landlocked states and the states handicapped by a short coastline are thus prevented from availing themselves of the resources of the sea.

Acting on their own, a number of countries, e.g. Iceland, Norway, Canada, the United States and the USSR, annexed 200-mile fishing zones. The European Community reserved to itself EC waters; for the time being, however, special demands raised by Ireland and Britain are in the way of a joint fishery policy in this area.

The developing countries, too, have taken concerted action. They do not want the oceans to remain "a self-service store for industrial nations with

a lot of capital and technological know-how" (Satya Nadan, the representative of the Fiji Islands). Consequently, food reserves and mineral resources on the seabed are to be made subject to the control of "Enterprise." Above all, this is to keep the prices of raw material deposits in developing countries from being influenced by the deep-sea mining industry. Again, this idea is prompted by the wish for a maximum degree of planning.

For the Federal Republic, the UNCLOS distribution produces conflicting results: While a 200-mile zone in the North Sea and the Atlantic, which would be shared with the European Community, would give the FRG a long coastline, such an arrangement would totally block the FRG's short Baltic Sea coast.

The German fishermen and their Danish colleagues would have to suffer for this. The GDR, Poland, Sweden and the USSR would bar them from the Baltic fishing grounds, since the fishermen of these countries would be forbidden to fish in the "EC waters."

Minister Westphal feels that the fate of the German and Danish fishing smacks in the Baltic Sea could be paralleled in other German maritime projects, e.g. in offshore transactions, supply shipping, oceanography and military operations.

Expansion of the territorial waters would turn the Federal Navy's only route of access to the central Baltic Sea into one of the 120 new straits. Rear Admiral ret. Edward Wegener, the former NATO commander in charge of the Baltic Sea approaches, stated that if the LOS Conference granted the adjoining states--in this case the GDR--the right to close the straits to foreign warships, "the Federal Navy no longer has any business in the Baltic Sea."

German industry, on the other hand, has committed itself to the following positions, in regard to which it rules out any compromise:

- The German merchant fleet must retain the right of free passage through straits and of peaceful passage through any nation's territorial waters.
- In the economic zones, high-seas conditions must be retained for maritime traffic.
- The deep-sea mining industry must have access to all raw material deposits.
- Even in the economic zones, basic research must not be subject to authorization.

Through appropriate bills, the Bundestag [Lower House] intends to prepare for the eventuality that the search for a compromise at the LOS Conference drags on or that the Conference proves a failure. The Americans are more radical. A Federal interim regulation passed by the Congress assures the American maritime mining industry of permanent mining rights, irrespective of future regulations of the LOS convention.

To the annoyance of many delegates, the Americans thus showed that they do not take this singular project seriously. Elliot Richardson, head of the American LOS delegation, stated: "We are in a position to protect our interests on the high seas."



## FISHERIES RESEARCH CHAIRMAN DEFENDS COD LIMIT ACTION

Reykjavik MORGUNBLADID in Icelandic 13 Apr 80 p 31

[Text] The proposals for limitation of cod fishing this year correspond with our ideas, even though they do not go as far as we would have liked, said Jon Jonsson, Director of the Marine Research Institute, in a conversation with MORGUNBLADID yesterday. Our aim is to build up the spawning stock, and in connection with this aim we put forth proposals for a maximum catch of 300 thousand tons this year.

We were not taken by surprise to find how good the fishing has been this winter. We had forecasted and knew that this fishing season would be much better than last winter's fishing season. Even though everything seems to be going well, this is only a temporary peace, if we catch too much during this year's fishing season, as we will have to suffer for that next year.

According to our calculations, approximately every other fish caught during the winter season in the waters to the south and west of the country has been from the 1973 year-class. If we kill indiscriminately from this year-class, we will only have to pay for that later. Even though this year-class is strong, it will soon expire and sooner or later the future will start to look bleak. I therefore look at the position of the fishermen and the vessel operators as worthy when they suggest a definite reserve supply of the 1973 year-class be preserved until next year. Lately, these men have been honorable in their position regarding these matters.

The next strong year-class is from 1976, which is already being fished in the cold waters off the west, north and east coasts. This year-class cannot be continuously killed off and there is definitely every reason to conserve it. I am therefore in agreement with the leaders of interest organizations, when they say that the cod fishing ban from May 1 should have been effective for the whole country.

In general, there are many things to be taken into consideration regarding fishing limitations, especially with respect to the cod. The goal of the marine biologists is definitely not to conserve the fish and kill the people, as Olafur Thors said at one time. However, we must think of more than just the temporary interest, said Jon Jonsson.

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